

World Planners' Congress Vancouver, British Columbia June 20, 2006



8,191 square miles (equivalent in area to 175 cities of San Francisco)

Approximately 170 miles in length from north to south

(Estimated driving time from Cloverdale in northern Sonoma County to Gilroy in southern Santa Clara County: 2 hours and 22 minutes on a very good day)

Over 7 million people (larger in population than 40 of the 50 states)

A huge economy (If the Bay Area were a nation, it would have the 24th largest GDP in the world.)

A highly diverse economy, includes:

The wine country of Sonoma and Napa counties

The financial and tourism center of San Francisco

The high-tech well-spring of Silicon Valley (with off-shoots all over the region)

The port and manufacturing uses of Oakland and the East Bay

World renown centers of higher education and research (Berkeley, Stanford, Lawrence Livermore, NASA Ames)

Nine counties

101 cities

3 central cities (San Jose, San Francisco and Oakland), over a dozen significant sub-regional centers

Over 1000 special-purpose districts Nearly thirty transit providers

Five regional agencies:

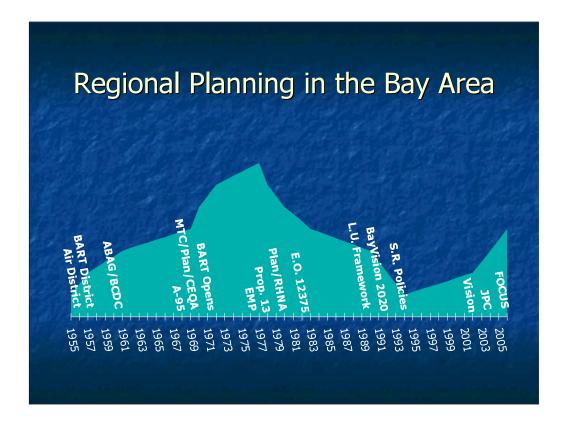
The Association of Bay Area Governments (the COG)

The Metropolitan Transportation Commission (the MPO)

The Bay Area Air Quality Management District (a uniquely Californian construct)

The Bay Conservation and Development Commission (with comprehensive jurisdiction over a 100-foot donut surrounding the Bay)

The Regional Water Quality Control Board



The history of regional planning in the Bay Area is one of peaks and valleys, often because of events or decisions external to the regional agencies and outside of their control.

The first appearance of an institutional regional planning consciousness was with the creation of the Bay Area Council in 1945. This was a private-sector group which sought regional solutions to common problems. One of its first priorities was a rapid transit system linking San Francisco to its growing suburbs. This objective became formalized with the creation of the Bay Area Rapid District (BART) in 1957.

In 1955, the predecessor of the Bay Area Air Quality Management District was created. This was the first regional air quality authority in California

The Association of Bay Area Governments (ABAG) the first Council of Governments (COG) in California came into being in 1961. At the same time the Bay Conservation and Development Commission (BCDC) was created to get control of the indiscriminate filling that threatened to reduce the Bay to a sliver of water. BCDC has comprehensive jurisdiction of an area 100 feet wide around the entire Bay. See the next slide for a depiction of the trend which BCDC has essentially halted at 1960 levels.

In the late sixties COGs, including ABAG, were given authority to conduct regional impact reviews through Federal Budget Circular A-95.

In 1970, the Metropolitan Transportation Commission (MTC) was created as the Bay Area's MPO. Some financial improprieties at ABAG had contributed to the California Legislature's decision not to designate ABAG as the MPO, as it had done with COGs in the state's other major metropolitan areas. In this year, ABAG also published its first regional plan and the California Environmental Quality Act (CEQA) came to effect. CEQA's emphasis on project review was later to have arguably negative effects on the quality of both regional and local planning.

In 1972, BART began operation.

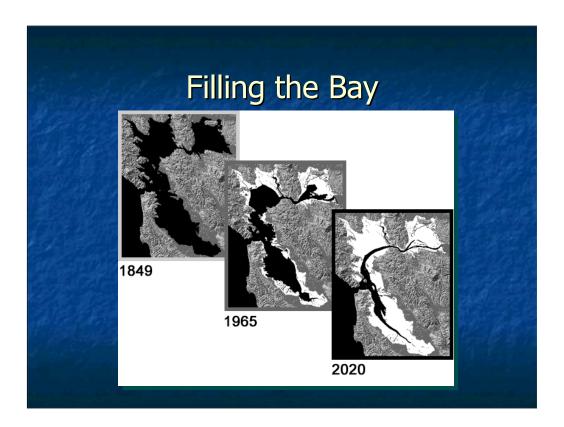
In 1977 ABAG and a host of other agencies completed an Environmental Management Plan. This was a major undertaking and was seen as watershed moment for regional planning and cooperation.

Unfortunately, in the next year, Proposition 13 set both local and regional planning in a tail spin. Funds for major planning activity became scarce and local quests for new revenue sources led to the so-called "fiscalization of zoning."

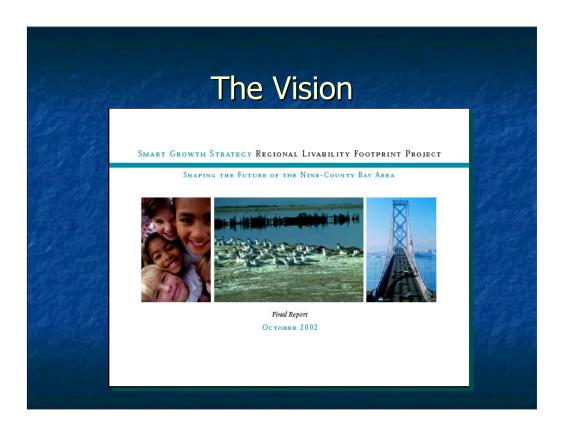
Regional planning powers were further diminished with Executive Order 12375 in 1983 which effectively cancelled A-95 provisions.

Regional planning took a sub-regional emphasis during the late 80s and early 90s; and an attempt to create a directly elected regional government (BayVision 2020) was defeated in 1992.

In the later 90s and into the early part of this century, there is a renewed emphasis on a common regional vision and regional cooperation. This is illustrated by the multi-sector Smart Growth Strategy / Regional Livability Footprint Project. By the creation of the Joint Policy Committee, which links ABAG, BAAQMD and MTC, and by Focusing Our Vision (FOCUS) which seeks greater collaboration with local governments.



The creation of BCDC effectively forestalled the trend of filling the Bay.



Published in 2002 by all the regional agencies and a consortium of private and voluntary sector groups.



Pursuit of smart growth principles through a Network of Neighborhoods.



The Vision concentrates growth over a smaller area than the trend.



Projections are policy-based, rather than trend based.

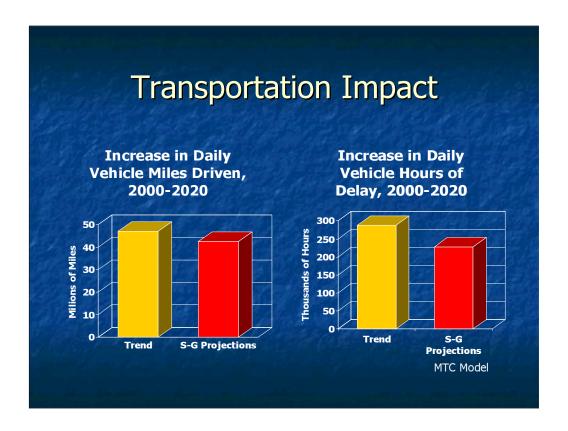
The policy-based projections are used for the Regional Transportation Plan (RTP) and for the region's Ozone Strategy.

The RTP also contains a Transportation/Land-Use Platform which applies smart-growth principles to MTC's transportation policies.

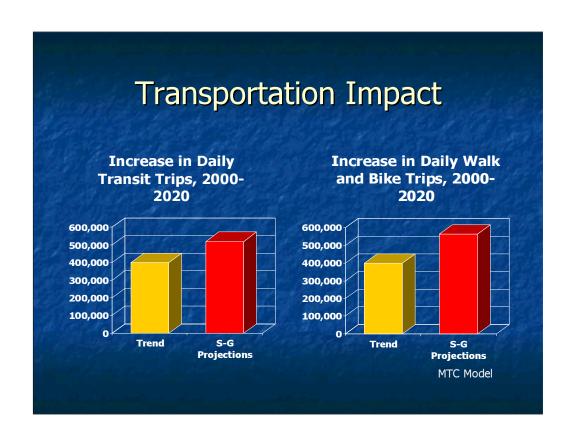
TLC, HIP, and T-Plus use transportation money as incentives for smart-growth type development.

The TOD policy conditions regional investment in transit extensions on achievement of appropriate housing densities.

A corridor planning effort is assisting local governments in planning for more development along corridors ringing the Bay.



The Vision is being pursued in part because of its positive impact on transportation futures.





Current efforts to refine and implement the vision pursue three main fundamentals.



Housing supply and affordability is a huge issue in the Bay Area and more housing in the right places can have a positive impact on other areas of regional concern.

Focusing Our Vision

- Emphasize housing
- Anticipate stateTransportation and legislation
- Work with local government

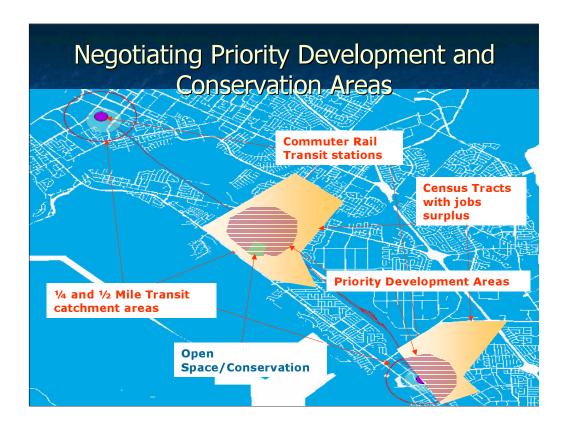
Regional plans would facilitate:

- Funding for general and specific plans
- infrastructure incentives
- Conservation grants
- **Brownfield assistance**
- Affordable housing assistance

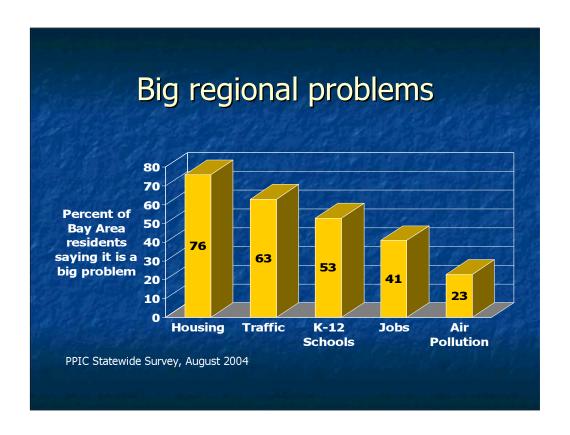
A refined regional plan could qualify the Bay Area for significant planning and incentive money.



Local governments have land-use control. Without there active buy-in, the regional vision cannot be achieved.



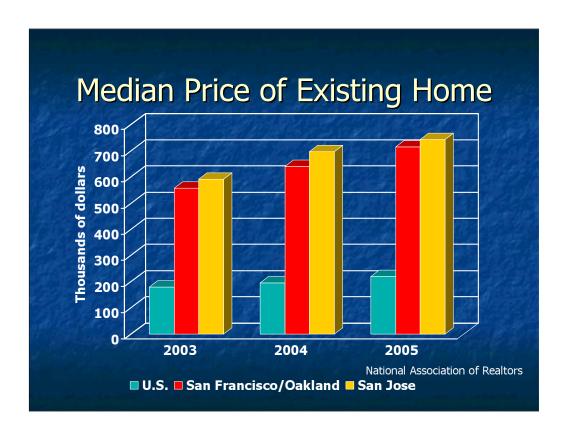
The principal means for engaging local government will be collaboration on regional priority development areas and priority conservation areas.



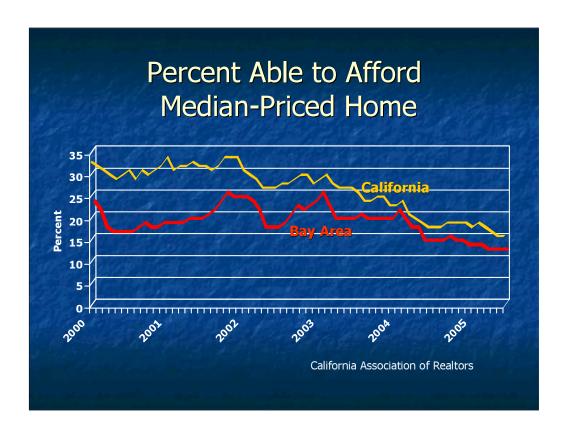
Our regional planning efforts are required to deal with some very significant on-going concerns, which can only be effectively addressed at a regional level. When Bay Area residents are polled housing and transportation top their list of regional concerns.



Five Bay Area counties are among the ten least affordable in the United States.



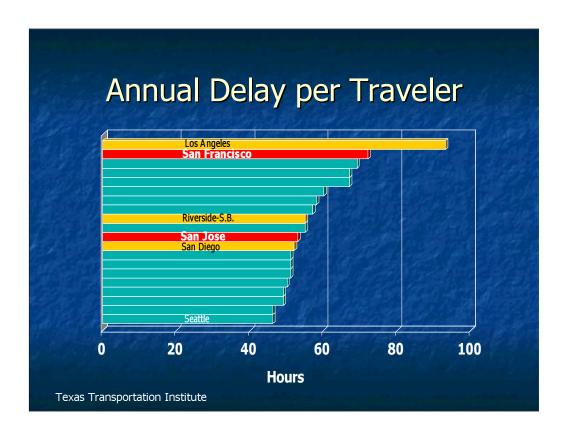
Bay Area home prices are several times the national median.



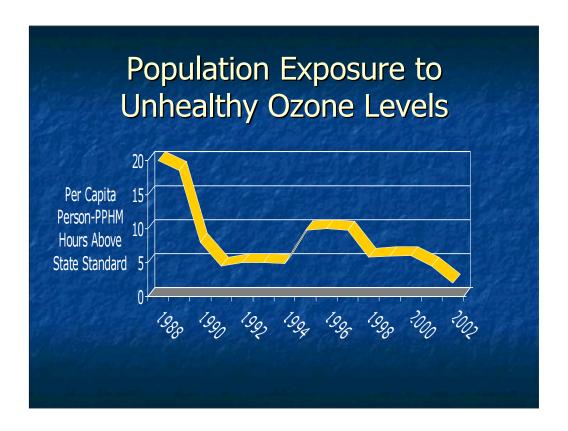
With the result that, on the basis of their income, only about twelve percent of the Bay Area's households would qualify for a mortgage on a median-priced home.



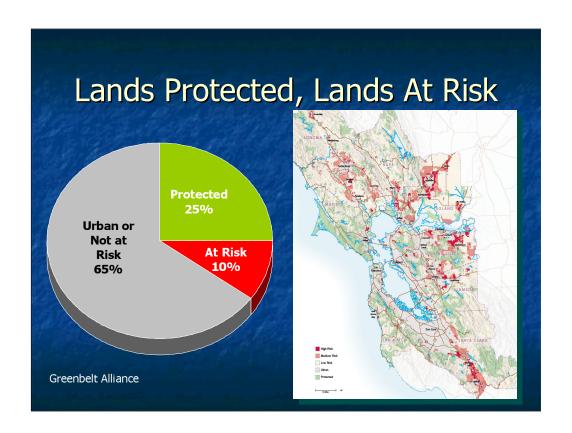
Many have sought lower-priced housing outside of the region with significant consequences for the inter-regional transportation system.



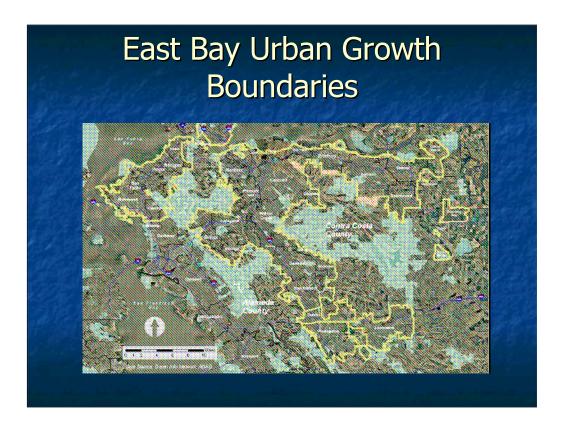
Delay is second highest in the nation.



We have, however, had some success in reducing a major constituent of poor air quality, though we continued to be challenged by particulate matter and like the rest of the world need to find ways of reducing greenhouse gases.



While there are still some issues, a major regional success story is the protection of sensitive and environmentally significant lands.



Some of this has occurred through the implementation of growth boundaries throughout the region, but these boundaries have to be accompanied by intensified development within the boundaries if they are not to simply result in leapfrogging to the next jurisdiction.

Regional Volunteers

- Alliance for Sustainable Communities
- Bay Area Council
- California Center for Regional Leadership
- East Bay Community Foundation
- Economic Development Alliance for Business (EDAB)
- Greenbelt Alliance
- Leadership Institute for Ecology and the Economy
- League of Women Voters
- Non-Profit Housing Association of Northern California (NPH)

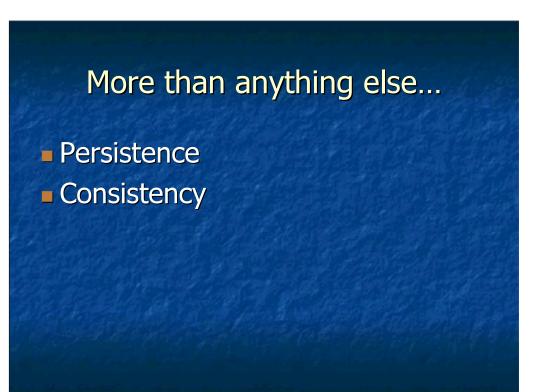
- Northern California Homebuilders' Association
- Open Space Council
- Policy Link
- San Francisco Foundation
- San Francisco Planning and Urban Research (SPUR)
- Sierra Club
- Silicon Valley Leadership Group
- Transportation and Land-Use Coalition (TALC)
- Urban Ecology
- Urban Habitat
- Working Partnerships

Non-governmental organizations are as significant, if not more significant, in the Bay Area regional planning picture as are the government-based organizations.

To Make More of a Difference

- Fiscal rationality
- Regulatory congruency
- Public/Political Understanding/Support/Will
- Successful Local Examples
- Sticks and Carrots
- Governance Changes
 - Coordination/Consolidation
 - Accountability
 - Authority

Removing impediments to and providing incentives for doing the right thing are more important than governance changes.



Sticking to a core set of principles over the long term is very important.

